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## PRELIMINARY EXAMINATION

OF

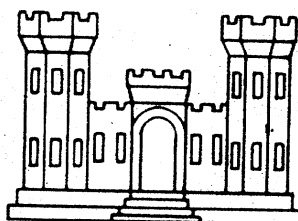
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THE BOARD OF ENGINEERS FOR THE RIVER	RECEIVED	DEC 12 1945
827 (Beals H. Har.)		

# 3 of 11 copies

BEALS HARBOR

MAINE

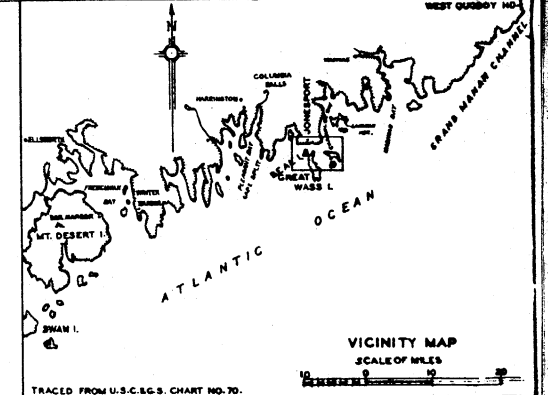
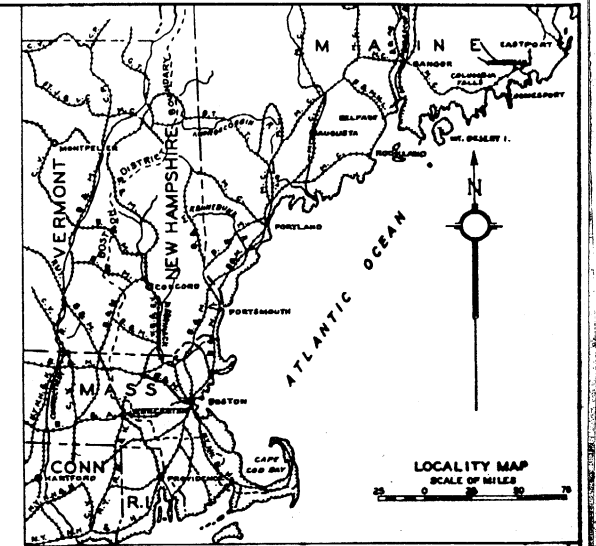
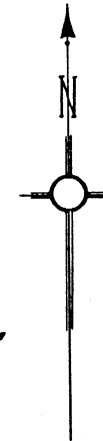
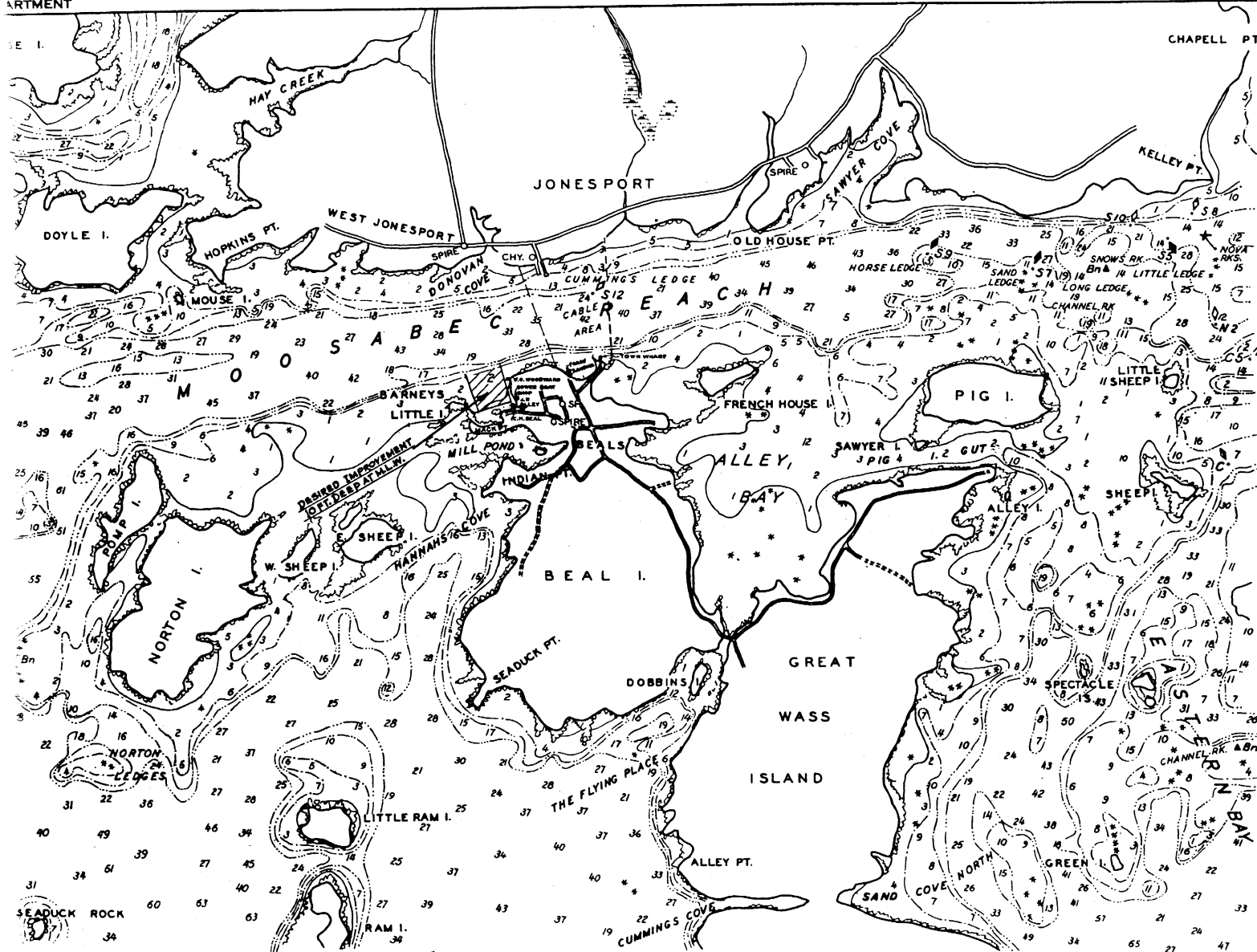


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AUTHORITY—THIS REPORT  
 IS SUBMITTED IN COMPLIANCE  
 WITH SECTION 6 OF THE RIVER  
 AND HARBOR ACT APPROVED  
 2 MARCH 1945.

U. S. ENGINEER OFFICE,  
 BOSTON, MASS.  
 28 NOV. 1945.

COPY NO. (6)



## LEGEND:

MEAN HIGH WATER  
MEAN LOW WATER  
6' CURVE OF DEPTH  
12' CURVE OF DEPTH  
18' CURVE OF DEPTH

## NOTE:

DEPTHS EXPRESSED IN FEET ARE TAKEN FROM U.S.C. & G.S. CHART NO. 304. DEPTHS ARE REFERRED TO THE PLANE OF MEAN LOW WATER.

BEALS HARBOR  
MAINE

SCALE OF FEET  
1000 0 1000 2000 3000

U.S. ENGINEER OFFICE, BOSTON, MASS. 20 NOV 1945

APPROVAL RECOMMENDED: *[Signature]* APPROVED: *[Signature]*

SUBMITTED: *[Signature]* TRANSMITTED WITH REPORT

DATE 28 NOV 1945

FILE NO 1049 D-7-4

SUBJECT: Preliminary Examination of Beals Harbor, Maine

NEDCW  
(28 Nov 45)

1st Ind.

CAT/mms

Division Engineer, New England Division, Boston 10, Mass., 6 December 1945

TO: The Chief of Engineers, U. S. Army, Washington 25, D. C.  
ATTENTION: SPEWR

I concur in the recommendation of the District Engineer.

*J. A. O'Connor*  
J. A. O'CONNOR  
Brigadier General  
Division Engineer

1 Incl.: n/c



WAR DEPARTMENT  
UNITED STATES ENGINEER OFFICE  
THIRD FLOOR, PARK SQUARE BUILDING  
31 ST. JAMES AVENUE  
BOSTON 16, MASS.

DEC 12 1945  
827(Beals H/,Me.)1

NEBGR

28 November 1945

Subject: Estimate - Improvement of Beals Harbor, Maine.

To: The Chief of Engineers, U. S. Army, Washington, D. C. -  
through the Division Engineer, New England Division,  
Boston 10, Mass.

1. There is being submitted this date a favorable preliminary examination report on Beals Harbor, Maine, concerning the dredging of the harbor.

2. The following estimate is based on best available data and indicates the approximate cost of dredging an area in the harbor about 750 feet by 650 feet, to a depth of 10 feet at mean low water, as desired by local interests. The estimated quantity of material given below is in terms of place measurement and includes an allowance of two feet for overdepth dredging. An allowance for engineering and contingencies is included in the estimate.

<u>Estimated Quantity</u>	<u>Estimated Cost</u>
157,000 cu. yds. @ 65¢	\$102,050

3. The estimated annual carrying charges would be \$5,415, in which amount is included \$1,000 for the annual cost of maintenance. The annual benefits resulting from the improvement are intangible but are believed to be sufficient to warrant the improvement.

4. A hydrographic survey of the area, together with necessary probings, would require three weeks to complete. The cost of the survey and the report is estimated to be \$1,700.

*C. T. Hunt*  
C. T. HUNT,  
Colonel, Corps of Engineers,  
District Engineer.

*air whc*  
SUBJECT: Estimate--Improvement of Beals Harbor, Maine

NEDGW

1st Ind.

CAT/mms

(28 Nov 45)

Division Engineer, New England Division, Boston 10, Mass., 6 December 1945

TO: The Chief of Engineers, U. S. Army, Washington 25, D. C.  
ATTENTION: SPEWR

1. Forwarded in accordance with paragraph 279.4, Orders and Regulations.

2. I concur in the estimate of cost and the time and cost of a survey as stated in basic letter.

*J. A. O'Connor*  
J. A. O'CONNOR  
Brigadier General  
Division Engineer

cc: Boston D.O.

PRELIMINARY EXAMINATION OF  
BEALS HARBOR, MAINE

- - - - -  
Syllabus

The district engineer is of the opinion that Beals Harbor, Maine is worthy of improvement provided it can be accomplished at a cost commensurate with the benefits. He, therefore, recommends a survey of the locality to determine the extent, cost and advisability of the improvement, and the amount of cooperation by local interests.

War Department  
United States Engineer Office  
Boston 16, Massachusetts  
28 November 1945

Subject: Preliminary Examination of Beals Harbor, Maine.

To: The Chief of Engineers, U. S. Army, Washington, D. C. -  
through the Division Engineer, New England Division, Boston  
10, Massachusetts.

1. Authority.- This report is submitted in compliance with Section 6 of the River and Harbor Act approved 2 March 1945 (Public Law No. 14 - 79th Congress) which reads in part as follows:

"Sec. 6. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, . . . . .  
Beals Harbor, Maine".

2. Description.- Beals Harbor is located on the northern end of Beal Island. This island is opposite Jonesport on the south side of Moosabec Reach, an east and west thoroughfare about 6 miles long, running between the mainland on the north, and the group of islands between Chandler Bay and Pleasant Bay, on the south. It is 168 miles northeasterly of Portland, 88 miles northeasterly of Rockland, and about 38 miles southwesterly of Eastport. The harbor, having an area of about 12 acres, is well sheltered except from westerly storms, and

has good holding ground. The controlling depth is about 2 feet at mean low water.

3. The mean range of tide is 11.5 feet and the spring range is 15.1 feet. There are no bridges crossing the locality covered in this report, and there are no unusual difficulties attending navigation. No questions of water power, flood control, or other special subjects are involved. The locality is shown on U. S. Coast and Geodetic Survey Charts Nos. 304 and 1201, and on the map accompanying this report. There have been no prior reports on Beals Harbor, Maine.

4. Tributary area.- The Town of Beals had a population of 513 in 1940 and estates valued at \$122,749. It is the only town on Beal Island and is directly across Moosabec Reach from Jonesport. The principal commercial activities are fishing and lobstering, in which most of the residents are engaged. There is also a small boat yard which employs four or five men building fishing boats up to 50 feet long. It is estimated that they build about twelve boats a year. There are no rail connections but a ferry runs between Beals and Jonesport. The nearest railroad station is at Columbia Falls, about 12 miles from Jonesport. Supplies are received direct by boat, or they can be shipped by rail to Columbia Falls and trucked to Jonesport, or direct to Jonesport by truck, and from there to Beals by boat.

5. Terminal and transfer facilities.- There are three privately owned wharves in Beals Harbor and one public and one private wharf in Moosabec Reach, a short distance to the east of the harbor. The wharves in the harbor are pile structures, two of which, at the inner end of the harbor, have no water at the lower stages of the tide, while the third and largest, just inside the entrance to the cove, has only about 2 feet at mean low water. The public wharf in Moosabec Reach is solid filled and open to all, while the private wharf is of pile construction and is used as the Beals terminal of the

Jonesport-Beals ferry.

6. Improvement desired.- A hearing was held at Beals, Maine on 20 July 1945 in order to ascertain the improvement desired and to give interested parties an opportunity to present their ideas. There was a good representation of local citizens at the hearing.

7. The improvement desired is the dredging of Beals Harbor to a depth of 10 feet at mean low water. In the event it is determined that dredging to this depth would be too difficult and involve an excessive amount, it was felt that consideration should be given to deepening the outer portion to 10 feet and the inner portion to a lesser depth.

8. It was brought out at the hearing that a number of years ago the harbor was sufficiently deep to permit vessels drawing from 5 to 7 feet to lay in the cove at mean low water. The cove has gradually filled so that at the present time there is only about 2 feet of water at the harbor's entrance at mean low water, while the inner portion of the harbor is exposed at low water. As a result of this shoaling it has become necessary for fishermen to moor their vessels, about fifteen herring boats and seiners, out in the reach where they are exposed to northwesterly storms and have to be constantly watched to prevent their being damaged.

9. During the winter months the conditions in the reach are such as to render it dangerous to allow a boat to remain for any considerable length of time without attendance. Large sheets of ice move up and down the reach and when acted on by the wind exert damaging force on any boats anchored in the reach. Ice conditions in the harbor never caused any serious damage when boats were able to use the harbor for mooring. On the few occasions that it did freeze over from shore to shore, it was not found difficult to cut the ice loose



and free the boats."

10. It was stated at the hearing that the town would be unable to make a cash contribution to the project. A spoil area can be furnished by local interests if it is practicable to do the work hydraulically.

11. Commerce.-- There is no record available of the commerce in Beals Harbor. However, its geographical location necessitates the receipt of all of its food, fuel, clothing, building materials, and everything not produced on the island, by water. Some things, such as oil, salt, flour and other groceries come direct by boat from Portland and Rockland, wood is received from Canadian ports, and the remaining items come from Jonesport where they are received by rail and truck. The fish and lobsters are shipped from Beals to Portland and Boston.

12. Vessel traffic.-- There are no figures available on the vessel traffic in Beals Harbor. The harbor is used by fishing boats owned by local fishermen and the boats bringing in freight from Jonesport, Rockland and Portland. Oil is received in small tankers of about 8-foot draft, from Rockland and Portland. It is estimated that there are about twenty-five tanker trips a year.

13. Discussion.-- The existence of an island community, such as the Town of Beals, is intimately connected, by virtue of its location, with problems connected with navigation. All supplies, of whatever nature, must be transported to the island by water, and any products must be taken away in the same manner. In the case of Beals, where fishing contributes an important portion of the town's income, a safe convenient place to moor boats is a practical necessity.

14. In the past, when there was sufficient water available at Beals Harbor, boats could be safely moored there through all stages of the tide. As a result of the shoaling in the harbor, this is no

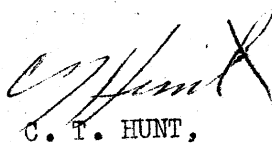
longer possible, and the vessels are now anchored in Moosabec Reach where they are exposed to storms and ice conditions and require constant vigilance by their owners to prevent loss or damage. During the past few years, about fifteen fishing vessels have based at Beals Harbor (mostly lobster boats and seiners drawing 3 to 6 feet). It is expected that with a satisfactory harbor, this number would be at least doubled.

15. Spoil areas would probably be furnished by local interests if the improvement is made, and it is likely that the wharves in the harbor would be enlarged and improved.

16. A representative of another Government agency, the Fish and Wildlife Service, was present at the hearing and stated that in his opinion the proposed improvement would be in the interest of the Government, as it would afford a safe place to tie up Government boats when in that vicinity, and provide an anchorage for transient yachtsmen.

17. Conclusion.- In view of the above, the district engineer is of the opinion that Beals Harbor, Maine is worthy of improvement provided it can be accomplished at a cost commensurate with the benefits,

18. Recommendation.- The district engineer recommends a survey of Beals Harbor, Maine to determine the extent, cost and advisability of the improvement and the amount of cooperation by local interests.



C. T. HUNT,  
Colonel, Corps of Engineers,  
District Engineer.

Inclosure:  
Map

